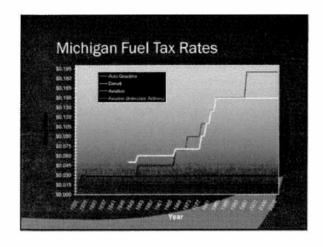
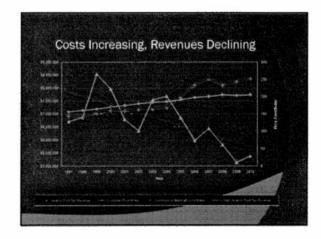


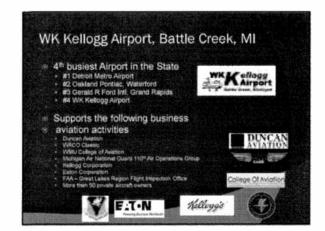
## We have a problem. The primary source of funding for the Michigan Airport System has become an antiquity. 1929 – 3 cent tax on aviation fuel. 82 years running and no adjustments. Revenue stream is declining for several reasons. Cost to construct/maintain the infrastructure is increasing. The path we are on is not sustainable.



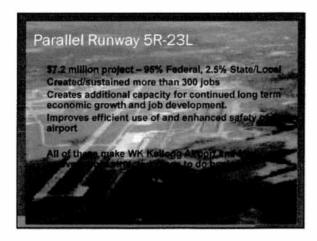


۸	hy is this a problem?
	Over 100,000 jobs at MI airports
	1,000 companies with one million employees operate aircraft in MI
ġ.	50 million annual passengers
ď.	1 billion pounds of air cargo/US mail annually
	MI Airports provide access to all of MI 83 counties
	3 of the larger airports alone provide an annual economic impact of more than \$6 billion
	TF2 reported 43 jobs per \$1million invested in aviation construction.
	Airports are economic engines.

٨	/hat is the return on this investment?
	Allows for the leveraging of Federal Funds  FAA Airport Improvement Program Grants  95% federal share – State/Local pay 2.5% each  NO matching funds = NO federal funds.
A CONTRACTOR OF THE PARTY OF TH	Allows MDOT Aeronautics to  • Offer State/Local programs that have been suspended Pavement maintenance programs, paint markings, ARFF training grants, turf nurvivay markings, All Weather Airport Access. Continue to Administer the State Block Grant Program and provide programming and planning assistance to MI airports.
H	Allows for the continued development and maintenance of the Michigan Airport System.







## What's the solution? HB No. 4025 HB No. 4025 will... ...provide a stable revenue source that is already generated from the Michigan aviation industry. ...work to develop and maintain the high valued assets MI has in it's airports. ...act as an economic catalyst. ...attract additional private investment in Michigan and create more high tech jobs. ...provide for the future of aviation in Michigan.



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